



SCHOOL BUS, INC.

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DEPARTMENT OF EDUCATION "POINT OF CONTACT" **JUNE 2006 NEWSLETTER**

BE SURE TO REGISTER FOR THESE SESSIONS IF YOU HAVEN'T ALREADY!!

2006 ANNUAL SCHOOL BUS DRIVER TRAINING and TRAIN the TRAINER SESSIONS ARE SET

The following is a link to the South Dakota Transportation Web site that will be updated as training locations are added for the fall training sessions. This site also has the "Train The Trainer" schedule. The South Dakota Transportation Web site is: <http://doe.sd.gov/oatq/transportation/index.asp> Remember you must pre-register for the "Train the Trainer" sessions with School Bus, Inc.

Question

Q. Is it true that if I use a safety harness with a cam wrap on the bus, the students in the seat behind have to use seat belts? If so, why don't we have to do that for child safety seats?

A. The federal regulation that allows cam wraps to be used on school bus seats—and only school bus seats—stipulates that a condition of their use is that any passenger seated behind the seat with a cam wrap must be restrained.

The reason is that there is a danger of overloading the seat back in a frontal crash if both the force of the child who is restrained by the harness and the force of the child who is unrestrained behind the seat combine on the seat back.

Harnesses or vests that use a cam wrap should have a warning label on the part of the restraint that attaches to the seat back saying that it can be used only on school bus seats and only if the entire seat behind is unoccupied or occupied by restrained passengers.

Other CSRS (safety seats and boosters) do not have the same restriction because they are not attached to the seat back. They attach to the reinforced frame through the seat belts instead.

RECALLS

Thomas EF, FS-65, HDX, manufactured from October 2004 to February 2006. The body power distribution module was manufactured with copper circuits that are too thin for the electrical loads encountered, possibly causing the board to overheat. That could generate smoke and result in a fire. Thomas will replace the thin circuits with thicker copper circuits. The recall is expected to begin on June 30.

Thomas Minotaur, manufactured from July 2005 to February 2006, and equipped with wheelchair lifts. The floor structure for the wheelchair lift fails to comply with the strength requirement of FMVSS.

Thomas will reinforce the floor at no charge. The recall is expected to begin on June 30.

IC Corp FE, RE, CE, and IC, manufactured from June 2005 through March 2006, equipped with Ricon 1200, 2000, and 5500 series wheelchair lifts. The lifts may have a defect in the weld, which will allow a joint on the vertical lift to crack. If this happens, it may not be possible to close the lift door, causing the vehicle interlocks to remain engaged and preventing movement of the bus.

International and Ricon will replace both vertical arms, even if only one arm is cracked. The recall began on May 12.

Note: Certain Thomas Built 2004-2007 models, and Girardin MV II and IV, MY 2005-2006, equipped with Ricon lifts have the same defect. The Thomas recall will begin on May 30, and the Girardin recall will begin sometime this month.

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